




<b>Report to:</b>	St. Helier, The Wrythe and Wandle Valley Local Committee	<b>Date:</b>	28 January 2016
<b>Report title:</b>	Green Wrythe Lane, Carshalton – Proposed Improvements for pedestrians and cyclists		
<b>Report from:</b>	Mary Morrissey Strategic Director - Environment & Neighbourhoods		
<b>Ward/Areas affected:</b>	The Wrythe ward		
<b>Chair of Committee/Lead Member:</b>	Councillor Jean Crossby		
<b>Author(s)/Contact Number(s):</b>	Lynn Robinson, Senior Engineer, Highways and Transport, Tel. 020 8770 6461		
<b>Corporate Plan Priorities:</b>	<ul style="list-style-type: none"> <li>• A Green Council</li> </ul>		
<b>Open/Exempt:</b>	Open		
<b>Signed:</b>		<b>Date:</b>	28 January 2016

**This report has been agreed as an urgent item because the detail of the scheme needs to be agreed before it can be progressed to implementation. The scheme is to be funded from the 2015/16 Local Implementation Plan programme so needs to be progressed as soon as possible.**

## 1. Summary

- 1.1 The report outlines the results of an informal public consultation undertaken on the proposal to install a shared use footway for pedestrians and cyclists on Green Wrythe Lane between St. Andrews Road and William Street. The recommendation is to progress the scheme to formal consultation and implementation.

## 2. Recommendations

That St. Helier, The Wrythe and Wandle Valley Local Committee:

- 2.1 Notes the comments received during the consultation;
- 2.2 Agrees to widen the footway as shown on drawing No. T30070/PL/20 on western side of Green Wrythe Lane and to convert part of the widen footway to a cycle track by “removing” part of the footway under Section 66(4) of the Highways Act 1980 (“the 1980 Act”) and constructing the cycle track under Section 65(1) of the 1980 Act including the erection of suitable signs;
- 2.3 Agrees to implement raised table entry treatments at the junctions of Green Wrythe Lane with St. Andrews Road, St. John’s Road, St. James Road and William Street as shown on drawing No. T30070/PL/20. This will be subject to no material objections being received as part of the formal consultation, under Sections 90A and 90C of the 1980 Act, as inserted by Section 32 of,

Schedule 10 to, the Transport Act 1981, and Regulation 3 the Highways (Road Humps) Regulations 1999;

- 2.4 Agrees to re-locate the existing disabled bay outside No.66 Green Wrythe Lane partially on the footway and extend to 6.6m long as shown on drawing T30070/PL/20. This will be subject to no material objections being received as part of the formal consultation, under Section 6 of the Road Traffic Regulation Act 1984.
- 2.5 With reference to recommendation 2.4) above, agrees the following Statement of Reasons in the Traffic Order:  
  
‘To prevent any obstruction to the flow of traffic it is necessary to re-locate the disabled bay partially on to the footway opposite a length of widened footway on Green Wrythe Lane. The bay is to be extended to meet current standards.’
- 2.6 Agrees to extend existing parking restrictions, no waiting at any time, on Green Wrythe Lane at the junction with St. Andrews Road northwards (outside No.59 Green Wrythe Lane) for 7 metres. This will be subject to no material objections being received as part of the formal consultation, under Section 6 of the Road Traffic Regulation Act 1984.
- 2.7 With reference to recommendation 2.7) above, agrees to the following Statement of Reasons in the Traffic Order:  
  
‘To prevent any obstruction to the flow of traffic it is necessary to amend the parking restrictions alongside a length of widened footway on Green Wrythe Lane.’
- 2.8 Agrees to delegate authority to the Executive Head of Safer and Stronger Communities, in consultation with the Chair and Ward Councillors, and to agree the final scheme and make any changes necessary as a result of the formal consultations and implement.

### **3. Background**

- 3.1 The Council has a number of policies that promote the use of sustainable transport and encouraging more trips by bicycle and on foot.
- 3.2 During recent years the Council has widened the footways and allowed them to be shared between cyclists and pedestrians in the Green Wrythe Lane area. This is to encourage cycling and walking in the area as a sustainable mode of transport. To expand the off road cycle facility in this area further a scheme was submitted in the Local Implementation Plan (LIP) bid to Transport for London to install another length of shared use footway on Green Wrythe Lane, between St. Andrews Road and William Street this financial year.
- 3.3 The Council has been allocated £100,000 for this scheme this financial year 2015/16.
- 3.4 The proposal, as shown on drawing No.T30070/PL/20 was agreed with ward councillors for informal consultation.
- 3.5 The proposal includes widening sections of the existing footway in order to provide sufficient width for shared use for both cyclists and pedestrians on the western side of Green Wrythe Lane



between St. Andrews Road and William Street. To maintain sufficient carriageway widths it will be necessary to introduce partial footway parking on the eastern side between Nos. 46 & 66. The remaining footway width will still be adequate for pedestrians. There are proposed entry treatments to slow the vehicles at the junctions and provide a level crossing point at St. Andrews Road, St. Johns Road, St. James Road and William Street. It is proposed to share the footway unsegregated between St. Andrews Road and St James Road and provide segregated facilities outside the shops between St James Road and William Street, where there are more pedestrians.

#### **4. Issues**

- 4.1 Cycling is not allowed on the footway unless the Highway Authority allows it and the footway has traffic signs to denote the area of shared footway. As no objections were received during the informal consultation, the committee is recommended to agree to widen the footway as shown on drawing No.T30070/PL/20 and to convert part of the widen footway to a cycle track by “removing” part of the footway under Section 66(4) of the 1980 Act and constructing the cycle track under Section 65(1) of the 1980 Act.
- 4.2 In accordance with the 1980 Act, it is necessary to undertake formal consultation to implement raised table entry treatments. As no concerns were raised by the residents during the informal consultation it is assumed no objections will be received during the formal consultation.
- 4.3 Implementation of a disabled bay requires a traffic order. As the scheme involves re-locating an existing disabled bay it is necessary to undertake formal consultation under the Road Traffic Regulation Act 1984. As no concerns were raised by the residents during the informal consultation it is assumed no objections will be received during the formal consultation.
- 4.4 Implementation of parking restrictions requires a traffic order. As the scheme involves extending a double yellow line it is necessary to undertake formal consultation under the Road Traffic Regulation Act 1984. As no concerns were raised by the residents during the informal consultation it is assumed no objections will be received during the formal consultation.
- 4.5 The scheme involves removing some guard railing at the existing pedestrian crossing location to improve sightlines. Therefore, the flower planters on the railings will also be removed. A new location for these flower planters or some new hanging flower baskets will be found in the vicinity.

#### **5. Informal Consultation**

- 5.1 A local consultation was undertaken on the proposals. There were 80 letters distributed on 27 July. The deadline for comments was 24<sup>th</sup> August. Local cycling and walking groups were also consulted.
- 5.2 Three responses were received during the consultation period.
- 5.3 A resident of Green Wrythe Lane was concerned about allowing cycling on the footway. He asked if the cycleway would be enforced and if cyclists can be fined for cycling outside the designated area. Officer response is – Cycling on footways not designated for shared use will be enforced by the Police.



- 5.4 A business owner was concerned about any loss of parking in the area for customers. Officer response is – There will be one space lost outside No. 59 Green Wrythe Lane where the footway is to be widened making the road too narrow to allow parking alongside and there will be no changes to the parking arrangements outside the shops.
- 5.5 A resident of Green Wrythe Lane was concerned about the removal of the guard railing as it protects pedestrians from the traffic and prevents parking adjacent to the shops. He was also concerned about the raised entry treatments being a danger to motorcyclists and cyclists in the wintertime. He suggested that the funding should be spent in a different area. Officer response is – The segregated cycle lane in front of the shops will provide a space between the pedestrians and the traffic. The zig zag road markings to the crossing will prevent cars parking adjacent to the shops. The entry treatments will be a standard design as used in several other locations around the borough.
- 5.6 London Cycling Campaign (LCC) local representative has re-confirmed their view on this scheme. They would like safer cycling on Green Wrythe Lane but not on a footway conversion as this marginalises cycling. They would prefer the re-location of parking rather than putting it partially on the footway at the expense of pedestrians. They agree the entry treatments will benefit pedestrians but the pedestrians will be disadvantaged if too many cyclists start using the shared facility.

## **6. Timescale**

- 6.1 The formal consultations will be undertaken in February / March 2016. Subject to any final design being agreed with the chair and ward councillors as a result of the consultation, construction works will start in the summer of 2016.

## **7. Impacts and Implications**

### Financial

- 7.1 This scheme has an allocation of £100,000 from Transport for London via the Local Implementation Plan for this financial year 2015/16 and this is sufficient to cover the cost of the scheme.

### Legal

- 7.2 The Council is the Traffic Authority for its administrative area and is empowered under the provisions of the Road Traffic Regulation Act 1984 to make traffic orders controlling or regulating vehicular and other traffic. Any proposed Traffic Order would be made in accordance with the detailed provisions of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI No.1996/2989). This includes consultation, publication of notice of any proposed order, consideration of any objections received before any Order is confirmed and giving notice of any order made.
- 7.3 The proposed cycle track would be made by converting part of the widen footway into a cycle track and “removing” part of the footway pursuant to Sections 65(1) and 66(4) of the 1980 Act.,



Public consultation is not a mandatory requirement and unlike the conversion of footpaths to cycle tracks a conversion order is not required under the Cycle Tracks Act 1984.

- 7.4 The proposed road humps would be made in accordance with the provisions of the Sections 90A to 90I of the 1980 Act, and the Highways (Road Humps) Regulations 1999 (SI 1999/1025). This includes provision for consultation, consideration of any objections received before any humps are constructed. The Regulations also govern the nature, dimensions, location, signage and lighting of any humps constructed.

## 8. Appendices and Background Documents

Appendix Letter	Title
	None

Background Documents
None

Audit Trail		
Version	Final	Date: 25 January 2016
Consultation with other officers		
Officer	Comments Sought	Comments checked by
Finance	Yes	Oby Oweka
Legal	Yes	David Fellows

This page is intentionally left blank